

Transportation Advisory Committee Meeting #2: Wednesday, September 24th, 2008 9:30 a.m. to Noon

Cache County Admin. Bldg. – Multi Purpose Rm
179 North Main, Logan

Purpose of the meeting:

- To provide a project update, present new data and gather input on the initial design

Results

I. Attendance

- Lisa Perez – 10th West neighborhood citizen - 435-755-6084 – lbperez@netzero.net
- Jaynan Chancellor – Cache Co. Bike/Ped Adv. Com. - 435-753-2553 – jchance@cc.usu.edu
- Dean Quayle, Bridger Neighborhood Council – 435-753-6165 – dquayle7@msn.com
- Richard Stehmeier – Logan Airport – 435-752-8111 – rstehmeie3@aol.com
- Darrell Erickson – Cache Co. Road Dept. – 435-755-1560 – Darrell.erickson@cachecounty.org
- Bret Krebs – UDOT – 801-245-6151 – bkrebs@utah.gov
- Dan Walker – ICON – 435-786-7742 – dwalker@iconfitness.com
- Alan Hinckley – Woodruff Neighborhood Council – 435-757-6609 – ahinckley@campbellsci.com
- Randy Watts – Logan City Mayor – 435-716-9002 – mayor@loganutah.org
- Jeff Gilbert – Cache MPO – 435-755-1634 – jeff.gilbert@cachecounty.org
- Blake Parker – Parker Real Estate – 435-757-7610 – blakehparker@gmail.com
- Mark Nielsen – Logan City Engineer – 435-716-9151 – mnielsen@loganutah.org
- Craig Patterson – LW Miller Co. – 435-753-8350 – craigp@lwmillers.com
- Bill Ince – UPRR – 801-212-3939 – billince@up.com

UDOT / Project Team

- Vic Saunders – UDOT – 801-726-4120 – vsaunders@utah.gov
- Paul Egbert – UDOT - 801-620-1636 – pegbert@utah.gov
- Rex Harris – UDOT – 801-620-1650 – rharris@utah.gov
- Kyle Comer – Civil Science – 801-768-7200 – kcomer@civilsience.com
- Andy Kitchen – Civil Science – 801-768-7200 – akitchen@civilsience.com
- Brian Kirk – Civil Science – 801-768-7200 – bkirk@civilsience.com
- Mike Pepper – KMP Planning – 208-734-6208 – kmpplanning@cableone.net

II. Project status

- Schedule update / Activities since TAC mtg #1
 - An overview was provided of the activities conducted since the last TAC meeting in April. Activities included environmental work, wetlands assessment, irrigation and

drainage assessment and planning, bridge expansion planning and detailed traffic projections and segment analysis.

- b. SR 30 realignment environmental study – Status
 - i. Vic Saunders stated that no final decision has been made yet concerning the SR 30 Environmental study. However, based on traffic studies and origin/destination surveys, the preliminary preferred alternative did suggest that moving the alignment to 400 North is the most appropriate. Assessment and discussion is ongoing. The 10th West design process will appropriately incorporate to the final outcome of the study.

III. What we've heard – highlights

- a. Public meeting #1, Neighborhood council meetings, Woodruff Elementary PTA meeting
- b. Local government meeting
- c. Property / business owner comments
- d. Additional comments
 - i. An overview was provided on the input received to date.
 - ii. **Comments received** - No additional input was given by attendees.

IV. What we know

- a. New data – Growth, traffic segment analysis, projected volumes, capacity, accidents
 - i. An overview was provided of the information currently known regarding the corridor's current and future conditions including the elements outlined above as "new data".
 - ii. **Comments received**
 - i. Include potential increase in traffic and accident volumes from new traffic that moves to 10th West from Main St. once 10th West is improved.

V. Corridor purpose, need and goals

- a. Bring road up to state standards
- b. Address public input
 - i. **Comments** – no additional comments received

VI. Conceptual general design

- a. General direction – the general design direction was presented including the following elements
 - i. Design constraints: funding, right of way, wetlands, pavement costs - It was noted that the \$40 million available funds are insufficient to complete all improvements to implement the full build-out to meet the corridor's needs through 2030. Also, adjacent wetlands have an impact on design options and right of way needs.
 - ii. Overall roadway/lane capacity configurations - Overall roadway/lane capacity configuration was presented: a 5 lane section with cross sections ranging from 85 ft. to 116 ft. of right of way depending upon section. Note that cross sections have been examined and designed extensively to limit impacts to properties particularly through the residential area, where the existing right of way is narrower. In addition, several intersections such as US 91/10th West, 600 South/10th West, 200 North/10th West, 1000 North/10th West, 1400 North/10th West and 2500 North/US 91 will be improved to include turn lanes and signals where warranted.

- iii. Implementation – Project priorities (suggested base bid and funding dependent elements) were explained

b. Comments received

- i. General, but not complete support for the concept as presented, with a series of specific questions, comments and suggestions for changes as noted below
 - ii. Consider options for additional bike, bus facilities, etc. for expanded mass transportation and non-vehicle use to reduce future vehicle projections, improve air quality and reduce congestion for remaining vehicles.
 - i. The Project team agreed to consider these possibilities, but did note that even with optimistic projections on use of these alternatives to single vehicle use; additional roadway capacity is needed to prevent failure and unacceptable levels of service.
 - iii. Note that North Logan City is completing 2nd West widening and repaving from 2500 North to 3100 North within the next 30 days – Mayor Cary Watkins suggested that a signal at 3100 North / US 91 is pursued when the intersection meets warrants – reassess traffic volumes after the 200 West project and 10th West improvements are completed to determine if a signal is then warranted.
 - iv. Support aesthetic improvements on the corridor – rather than just a concrete jungle
 - v. Long range planning – consider buying the additional right of way needed to develop a full-width roadway, with aesthetic improvements and complementary to the surrounding development – Note: this suggestion recognizes that there is support for the current general concept, and that this action may not be feasible during this project, but should be considered for long-range improvements
 - vi. Incorporate access management plans and projections into future level of service projections.
 - vii. Consider and plan for limited visibility on the corridor, especially during winter inversions; fog, etc.
 - viii. Build safety improvements first, then roadway capacity improvements
 - i. Include consideration for alternative pedestrian routes, sidewalks, pedestrian crossings, etc.
 - ix. Ensure that planned improvements to 10th West will align with and support the potential extension of 10th West across US 91 south to Nibley
 - x. The City of Logan is interested in maintaining a positive aesthetic appearance on the corridor and to work with UDOT and the design team to identify potential locations for enhanced landscaping
 - xi. Incorporate the planned “Safe Routes to School” – *see Woodruff Elementary School Safe Route to School plan*
 - i. *Partner with Logan City to identify and implement additional safe routes to school in the residential area – “this is a walking school”*
 - ii. *The Civil Science design team is willing to facilitate this discussion with the City of Logan and UDOT to identify and develop safe routes to school, including “off-10th West” pedestrian corridors*
- c. Specific project design configurations
- i. Specific lane configuration; additions and improvements

i. Comments received

a. Residential area suggestions

- i. Consider a 3-lane section (one travel lane each direction with a center turn lane), plus right turn lanes at the intersections – between 800 South and 2nd South. This section reduction from the proposed 5-lane section could save expenses that would free up project funds to make identified improvements on the other parts of the corridor.
- ii. Through the residential area, seek “off-10th West” pedestrian connections and facilities (both sides of 10th West) to provide safe routes for pedestrians as an alternative to walking along 10th West
- iii. Consider speed reduction treatments through the residential area; speed bumps, etc.
- iv. Direct snow removal not to plow snow onto sidewalks, so that sidewalks remain open to pedestrians – suggest plowing snow to center turn lane and pick up / remove as quickly as possible.
- v. Consider a raised median through the residential area (instead of a continuous center turn lane) to discourage pedestrian mid-block crossings and allow for the transfer of additional width to the sidewalk / park strip area and wider shoulders – to provide more space between pedestrians and vehicles
- vi. Improve the signal function at 600 South / 10th West to increase movement time for SE bound traffic from 10th West onto 600 South and provide enhanced pedestrian crossing time and safety
- vii. Improve the pedestrian crossing street markings on adjacent streets for pedestrians walking along 10th St.
- viii. Consider relocating the existing flashing light back further from the 600 South / 10th West signal to provide more warning for approaching motorists, especially in winter during reduced visibility conditions due to fog, etc.
 1. Note that current MUTCD standards do not support both a flashing light and a traffic signal for the same intersection for the same justification.

ii. Right of way needs

i. Comments received

- a. Be sure to explain the difference between the slope easements and right of way acquisitions – reference the corridor strip maps
- b. Without a formal commitment at this time and based on previous cases of this type, The City of Logan appears willing to consider conditional use permits that allow for setbacks less than the www.udot.utah.gov/tenthwest

required 25 ft. – in this case, in the current proposal, it is anticipated that two properties will have front setbacks of less than 25 ft. from the right of way

- iii. Intersection improvements – specific intersections, turn lanes, signals, etc.
- d. Infrastructure upgrades
 - i. Bridge widening/Railroad crossing improvements
 - ii. Wetlands update – USACE review and input process
 - i. Comments received
 - a. See Dean Quayle for a possible wetlands mitigation opportunity - 435-753-6165
 - iii. Drainage (stormwater and irrigation) update
 - iv. Utilities update
- e. Design schedule – no comments at this time

VII. Review / Next steps and Adjourn

- a. Public meeting #2 – October 21, 2008 – 6-8 p.m. at Woodruff Elementary School - gather input on planned format
 - i. Add a slide depicting the location of each of the different typical sections on the corridor – this would be similar in style to the LOS illustration
- b. Property owner section meetings – October 22, 2008 – 200 North, north to 2500 North and east to US 91 at Main St. (5:30 to 7:00 p.m.) and 200 North, south to US 91 (7:30 to 9 p.m.) at the Logan Justice Building
- c. 1100 West neighborhood meeting – mid November – date TBA
- d. Next TAC Mtg #3 – November, To be announced